

# The China Mail.

Established February, 1845.

Vol. XXXVIII. No. 5963.

號八廿月八年二十八百八千一英

HONGKONG, MONDAY, AUGUST 28, 1882.

日五十月七年午壬

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GORDON & GOTH, Ludgate Circus, E.C. 4. BATES, Hendy & Co., 37, Wallbrook, E.C. 3. SAMUEL DEACON & Co., 150 & 151, Leadenhall Street.

PARIS AND EUROPE:—GALLIEN & FRINCE, 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., Singapore. C. HEINSEN & Co., Manila.

CHINA:—Macao, Messrs A. DE MELO & Co. Siam, Messrs A. DE MELO & Co. Amoy, Wilson, Nicholls & Co. Foochow, Hedger & Co. Shanghai, Lane, Crawford & Co. and KELLY & WALSH, Yokohama, Lane, Crawford & Co.

## Banks.

ORIENTAL BANK CORPORATION.  
(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

LONDON BANKERS:  
BANK OF ENGLAND.  
UNION BANK OF LONDON.  
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.

Hongkong, June 1, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.  
RESERVE FUND.....2,350,000 Dollars.

COUNT OF DIRECTORS.

Chairman—H. L. DARTMOUTH, Esq.  
Deputy Chairman—W. M. REYNOLDS, Esq.

H. HOPKINS, Esq. M. E. SASSOON, Esq.  
H. F. B. JOHNSON, Esq. C. VINCENT SMITH, Esq.  
A. McIVER, Esq. W. S. YOUNG, Esq.  
F. D. SASSOON, Esq.

CHIEF MANAGER.  
Shanghai, THOMAS JACKSON, Esq.  
MANAGER.  
London, EDWARD CAMERON, Esq.

HONGKONG.  
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, August 19, 1882.

## Intimations.



## NOTICE.

NOTICE is hereby given that Crown Grants for the last Year ended the 24th June, 1882, and the Police, Licensing, Water and Fire BRIGADE RATES for the 3rd Quarter of 1882 must be Paid on or before the 31st August.

Defaulters after that date will be proceeded against in the Supreme Court.

J. RUSSELL,  
Colonial Treasurer.

COLONIAL TREASURY.  
Hongkong, 16th August, 1882.

## NOTICE OF REMOVAL.

THE SHIPBUILDING YARD and the Whole ENGINE DEPARTMENT of the Undersigned have been REMOVED from No. 9, Middle Street, West Point, Hongkong, close to the right side of the Government Coal Barge, where ample accommodation has been secured for Building or Repairing Large Vessels.

Orders or Communications from Hongkong side can be made either through Mr. TAM YIK KIU, Chinese Mail Office or KUN CHUNG TAI, Bonham Strand.

TAM A-MOW,  
Master of Mow Kee Ship-builder and Engine Manufacturer, Kwai Ching opposite Hongkong.

Hongkong, August 7, 1882.

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are Requested to note that on SUNDAY the 27th of SEPTEMBER, 1882, the 10th Anniversary of the Corporation, where Shares are requested to apply for Warrants.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, August 13, 1882.

JARDINE, MATHESON & Co.,  
General Agents,  
CANTON INSURANCE OFFICE, LTD.

## Intimations.

### SEVENTH DRAWING.

Chinese Imperial Government  
Eight per Cent. Loan  
of 1878.

NOTICE is HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong and Shanghai, on the First day of September, 1882, when the Interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. L. C. BALFOUR, Acting Chief Accountant of the said Corporation and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

325 Bonds Nos.:

32 803 1338 2127 2836

43 807 1351 2132 2854

54 822 1353 2135 2872

60 828 1373 2161 2874

65 848 1379 2193 2886

67 854 1382 2202 2902

83 862 1394 2208 2927

111 865 1398 2224 2930

114 882 1434 2235 2938

117 894 1447 2240 2944

119 912 1456 2243 2978

127 917 1460 2246 2987

140 938 1467 2292 2988

146 944 1486 2300 2989

161 961 1511 2314 3004

164 967 1522 2323 3013

165 974 1530 2370 3021

167 980 1535 2394 3046

185 982 1565 2409 3061

197 988 1567 2412 3065

200 989 1571 2413 3070

205 996 1585 2416 3081

231 998 1592 2416 3104

232 999 1602 2424 3105

249 1000 1605 2437 3109

250 1006 1614 2438 3161

260 1007 1638 2464 3168

273 1026 1679 2472 3173

281 1028 1706 2476 3179

285 1036 1733 2528 3187

305 1044 1749 2541 3191

319 1050 1760 2573 3209

335 1054 1769 2575 3225

365 1055 1781 2578 3227

366 1067 1789 2579 3261

378 1071 1799 2581 3267

384 1077 1801 2600 3268

403 1078 1803 2601 3283

409 1083 1816 2630 3297

455 1086 1820 2639 3303

492 1098 1835 2642 3325

520 1102 1854 2645 3352

## For Sale.

## SPORTING GOODS.

LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF

LEY'S GREEN, BLUE and BROWN CARTRIDGE CASES.

LEY'S WATERPROOF CAPS and WADES.

PROOF & WILKES' SPORTING GUNPOWDER.

LEAD and CHILLED SHOT.

GAME BAGS and CARTRIDGE BELTS.

RECAPING and RELOADING MACHINES.

POWDER and SHOT MEASURES.

FLASKS, DOG WHISTLES, &c., &c.

SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS and LIQUORS

provided for Shooting.

And

PICNIC PARTIES

at Special Rates.

Hongkong, August 22, 1882.

## Intimations.

FOUND.

A YONGE COLLIE DOG; must be claimed forthwith or will be disposed of.

W. M. DEANE,  
Captain Superintendent of Police.

General Police Barracks,  
2nd August, 1882.

LOST.

A BLACK and WHITE POINTER PUP.

The Finder will be REWARDED—if necessary, by returning it to the

OFFICE OF THIS PAPER.

Hongkong, August 25, 1882.

WILLIAM DOLAN,

SAIL-MAKER & SHIP-CHANDLER,

22, PRATA CENTRAL.

COTTON DUCKS, HEMP CANVAS,

MANILA ROPE, AMERICAN

OAKUM, LIFE BUOYS,

CORK JACKETS,

&c., &c., &c.

Hongkong, May 1, 1882.

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$3 per SHARE, for the Six Months ending 30th June, 1882, declared at To-day's Ordinary Half-Yearly Meeting of Shareholders, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION from TO-MORROW, the 29th Instant. Shareholders are requested to apply for Dividend Warrants at the Company's Office.

By Order of the Directors,  
LOUIS HAUSCHILD,  
Secretary.

Hongkong, July 28, 1882.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COALS at HONGKONG, from and after this date.

H. J. H. TRIPP,  
Mitsui Bishi Mail S. S. Co.

Hongkong, April 26, 1882.

## For Sale.

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE,

Quarts.....\$17 per doz. Case.

Pints.....\$18 per doz.

GIBB, LIVINGSTON & Co.

Hongkong, November 1, 1881.

FOR SALE.

THE BRITISH STEAMER

"GLENELG"

895 Tons net—180 N.H.P., built in 1873

under special survey by SAMUDA BROTHERS, Blackwall.

For Particulars, apply to

GILMAN & Co.,  
Agents.

Hongkong, August 15, 1882.

FOR SALE.

B. & E. PERRIER'S CHAMPAGNE,

Pints.....\$18 per doz. Case.

GILMAN & Co.

Hongkong, June 23, 1882.

## To Let.

TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated next to EXCELSIOR on Robinson Road, replete with every convenience, TENNIS LAWN, STABLES, &c.

Also,

8 FIRST-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

Apply to

SHARP, TOLLER & JOHNSON.

Hongkong, June 15, 1882.

GODOWNS-TO LET.

PRATA EAST and WANCHAI ROAD.

For Particulars, apply to

SIEMSEN & Co.

Hongkong, April 26, 1882.

## Insurances.

MANCHESTER FIRE INSURANCE

COMPANY OF

MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling

of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

THE TOKIO MARINE INSURANCE

COMPANY, LIMITED.

Capital of the Company £1,000,000 Sterling

of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned, having been appointed Agents in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

ADAMSON, BELL & Co.,  
Agents.

Hongkong, July 20, 1882.

THE CITY OF LONDON FIRE IN-

SURANCE COMPANY, LIMITED.

Capital, £2,000,000. (Paid-up, £200,000.)

PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS, against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, January 1, 1882.

## Notices to Consignees.

STEAMSHIP "ONUS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship "Onus," from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium and Treasure—are being landed and stored at their risk at the Company's Godowns, Wharves, &c., &c., may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-day, the 25th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 1st Sept., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 25, 1882.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM LONDON AND SINGAPORE.

THE Company's S.S. "Kwangsin" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-day, the 24th August.

Cargo remaining undelivered after the 31st Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, August 24, 1882.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "Douglas,"

Capt. S. SMITH, will be despatched for the above Ports on TUESDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, August 24, 1882.

FOR SINGAPORE, MAURITIUS, PORT ELIZABETH AND CAPE TOWN.

The Steamship "Anchor Head,"

Captain ROBERT, will have quick despatch for the above Ports.







## MEMOS. FOR TO-MORROW.

Shipping.  
Noon.—Douglas leaves for Coast Ports.  
Goods per *Sumida Maru* undelivered will be landed.

Amusements.  
9 p.m.—Chiarini's Circus and Menagerie of trained Animals.

Miscellaneous.  
Dividend of 4% on Shares of H.K. & W. P. Dock Co., Ltd., payable at H.K. and S. Bank.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS  
OF  
Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aromatic Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

PASSENGERS arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies, from these countries, are now filed for reference.

The publication of this issue commenced at 8.25 p.m.

## The China Mail.

HONGKONG, MONDAY, AUGUST 28, 1882.

## REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]  
(Per E. E. A. & Co. Telegram Co.'s Line).

LONDON, 28th August.  
CAPTURE OF THE FRESH WATER DAM.  
Sir Garnet Wolseley has captured the fresh water dam.

DEFEAT OF THE ENEMY AT RAMSES.  
After being strongly reinforced he attacked and routed the enemy at Ramses.

THE ENEMY REPORTED DEMORALIZED.  
The enemy is reported to be in a demoralized state.

All is quiet in Sir Garnet's front and he continues to advance.

## LOCAL AND GENERAL.

The next AMERICAN MAIL, by the P. M. Co.'s steamer *City of Peking* may be expected to arrive to-morrow, Tuesday, the 29th inst.

The next ENGLISH MAIL, by the P. & O. steamer *Ganges*, may be expected to arrive here on Friday 1st September. She brings dates up to the 28th July.

TELEGRAMS for Bangkok can go forward by mail closing at Singapore at 2 p.m. to-morrow, the 29th, and 4 p.m. on 31st inst.

We would draw attention to the two lists of Bonds drawn in connection with the Chinese Loans of 1877 and 1878.

A REPORT by Mr. Ford, Superintendent of the Botanical Gardens on the Cassia growing districts of the West River, is published in the Government Gazette.

Messrs. Adamson, Bell & Co. inform us that the steamship *London Castle*, from London, left Singapore for Hongkong on the 27th inst.

The Superintendent of the P. & O. Co. informs us that the Co.'s steamer *Ganges*, with the next English mail, left Singapore for Hongkong on Sunday, the 27th inst., at 8 a.m.

CHIARINI'S Company, patronised on Saturday night by a large audience. The whole performance went off as successfully as before. To-night a new and attractive programme is to be presented.

Messrs. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Cyclops*, from Liverpool, left Singapore on the afternoon of the 26th inst. for this port. She is due here on the 1st September.

SPECIAL Mission Services will be held every evening this week in the Temperance Hall by the Rev. W. L. Jones, a Missionary, assisted by several resident gentlemen. Prayer Meeting each evening at 6.30. Mission Service at 7.15.

We have received in pamphlet form, two sermons on temperance from Shanghai. The one, "Total Abstinence a Christian Virtue," is by Rev. W. L. Jones, B.A., and the other, "The Christian Basis of Temperance," by the Rev. A. J. Bamford, M.A.

Mr. J. L. Brito, proprietor of the French Dispensary, Queen's Road, died suddenly at his residence, about eight o'clock this morning (28th). Mr. Brito had been out

over night at a party, and returned home about four o'clock this morning. We are not aware of the cause of death at present, but the Coroner, on being informed, ordered a post mortem examination to be held on the body with the view of holding an inquest. Mr. Brito has been connected with the French Dispensary for a period of about twenty years, and during that time has been known as a quiet unassuming gentleman. He was much respected by the Portuguese community to which he belonged.

A Circular despatch, copy of a warrant from the Lords Commissioners of the Admiralty, authorises the British North Borneo Co. to use certain flags. Armed vessels and the yacht of the principal representative of the Company shall be permitted to wear the blue ensign of Her Majesty's fleet, with the badge of the Company on the fly thereof, namely, a lion passant guardant, gules, on a circular field, or the badge to be in the following proportion for a flag 12 feet by 6 feet, the diameter to be 2 feet 8 inches. The union flag can also be flown by the principal representative when embarked in boats and other vessels; and by the armed vessels of the Company as a jack on the bowsprit. Authority is also granted to the trading vessels to fly the red ensign with the Company's badge on the fly.

Our news from Egypt to-day is less unqualified and more satisfactory than has been the case for some time. Sir Garnet Wolseley, after being heavily reinforced, attacked and routed the enemy at Ramses, besides capturing the fresh water dam, thus securing the fresh water supply to Ismailia, which would be of the highest importance to his troops. The enemy are reported to be in a demoralized state, and the country in front of our forces is said to be quiet.

This of course may mean either one thing or another. To-day's telegram proves that our conjecture as to the probable plan of the campaign to have been correct, and enables us to fix with some degree of certainty the whereabouts of Sir Garnet Wolseley, a question which has lately not a little exercised the minds of many Colonists. As to the other division of the army it might as well be in the centre of the Sahara for all we know of it or its operations. Heavy cannoning was heard on Sunday the 26th in the direction of the Mahomdiah Canal, but we have had no further enlightenment as to what it meant. The next Indian papers may inform us.

Some time early in the morning one of Chiarini's black panthers escaped from his cage, and is now supposed to be somewhere in the vicinity of Bowington, much to the alarm of some of the inhabitants. The animal was left apparently secured late last evening, and the attendants are not able to offer any explanation as to how it effected an exit. We cannot say whether any steps have been adopted by Signor Chiarini to try and secure or kill the animal, but this we do know that the sooner the freedom of the brute is curtailed the less anxiety will be felt by residents both for the safety of themselves and their live property. The keeper thinks the animal will return to its old quarters when it feels the pangs of hunger, but we think there is small hope of this occurring, when the panther can so easily satisfy itself otherwise. The Police have been informed of the matter, and we rely a great deal more on some of the members of the Force putting a bullet through it, and thus procuring us safety, than on the chance of its going back to its confinement the moment it feels hungry. We hear that Colonel Ke Austin is eager to give mother proof of his skill as a marksman, and is endeavouring to organise a party to go in search of the panther to-morrow morning.

This morning Mr. Wolchouse fitted Chan Tsung Ching, a building contractor residing at No. 327 Queen's Road West, \$20 for leaving a large number of granite blocks lying on the Praya Central and Pottinger Street, to the great obstruction of the traffic. The charge was first laid against the defendant on the first of the month by Mr. Germain, Inspector of Nuisances, who stated at that time that there were no less than 540 blocks lying on the Praya Central and in Pottinger Street. It seems that the defendant was fined \$5 a few days previous to this for committing the same offence, and had also been ordered to remove the stones direct to Glenalee, where the work was going on, immediately after landing them from the junks, instead of allowing them to lie on the lower levels until they were required. The removal of the stones has occupied over a month, although it could have been done in three days, and we think the heavy penalty imposed is none too severe, considering the dilatory manner in which the work has been done, and the way in which the order of the authorities has been set at naught. This nuisance has not been confined to the two places above mentioned, and we trust that the Inspectors of Nuisances will not fail in bringing offences of this kind to the notice of the Magistrates. We think, however, that there is little fear of the offence being repeated for some time, as the fine imposed to-day will probably serve as a warning to contractors and others engaged in the building trade.

Some surprise was expressed at the *Ichang* being put in quarantine on her arrival from Canton to-day. On inquiry we

learned that the cause for her detention was to be found in a middle which had arisen through some misunderstanding in connection with certain passengers on board the *Nan-tien*, now in quarantine. Amongst the passengers of the *Nan-tien* were a large number of Chinese students on their way to the examinations at Canton, to whom ten days' detention in quarantine was a very serious matter indeed, as they would thus be too late. A petition was sent by them to Government, we hear, setting forth the hardships of their case, and asking that some steps should be taken to assist them out of the dilemma. We believe it was arranged that the students should be put on board some craft, not likely to return to Hongkong for some time, and conveyed to Canton. Had this, or the simple plan of allowing the *Nan-tien* out of quarantine to carry these Chinese to Canton, and then on her return filling out her ten days, been adopted no harm would have been done. But instead of this being done these students, fresh from a ship in quarantine, were conveyed by means of sampans we suppose to the *Ichang* and put on board that vessel. There can be no doubt that such a proceeding is a flagrant breach of quarantine regulations which throws little credit on those immediately concerned. Government was placed in an awkward predicament, seeing that it was by the act of some of their own officials that the *Ichang* became an infected ship, and it would have been an evident injustice to have put her in quarantine on her return from Canton. When she arrived in harbour to-day she was quarantined, but on the matter being represented to the Government, was released after a short detention. A few more episodes of this kind and we may fall under that shadow which we are so anxious to avoid.

The following appears in the *Gazette*:—The Emigration Office gives notice that it is hereby notified that on and after the 1st proximo women and children who are taken before him for the purpose of emigrating shall be provided with one photograph each. If the woman or child is married, the photograph will be stamped and given back to the Emigrant. The Emigrant will show this photograph to the proper Officer on board the vessel before departure, and again to the Protector of Chinese or proper Officer on the Emigrant's arrival at Port of destination.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.  
The ordinary half yearly meeting of this Company was held in the offices on the Praya this afternoon. There were present: Mr. H. Hoppius, (Chairman), the Hon. F. B. Johnson, Messrs V. Smith, W. Reimers, C. D. Bottomley, A. M'Yer, D. McCulloch, G. de Champeaux, E. Vaucher, F. W. Heuermann, J. Hughes, E. C. Ray, J. T. Chater, J. Smith, J. Y. V. Verzon, H. Crawford, A. Coxon, E. George, G. Greisdere and Polishwalla, and Mr. R. Coe, (Acting Secretary).

The Chairman said: Gentlemen, I suppose you will allow me to consider the report and accounts, which have been in your hands for some time, to be taken as read. Our gross earnings are not so large as for the previous six months, but they evidence nevertheless a considerable amount of work executed during the period under review, and we offer you again a dividend of four per cent., besides allowing \$10,000 for depreciation, amounting \$22,000 to our reserve fund. This result, although fair, is perhaps not so satisfactory as might have been expected, but I have to mention that in order to keep up and improve the efficiency of our two principal establishments some extraordinary expenses have had to be incurred during the last twelve months—such as for fitting up, tools, machinery, workhouse, repairing wharf at Kowloon, dredging the entrance to the Cosmopolitan Dock, relaying all the dock blocks, and for various other improvements, amounting in all to about \$21,000, which has been taken out of the past year's earnings. However, as I say, these expenses are exceptional and not such as will recur to any similar extent for some time to come. One most important question, that of reducing the cost of labour, has the constant attention of your Directors to find not only the best means of utilising the manual labour we have to employ, but what is of still more importance to do away with as much as possible. In this connection the Directors look with great confidence to the supply of machinery and tools ordered out from home at a cost of about \$7,000, and part of which has already arrived. We availed ourselves of the presence of our Secretary (Mr. Gillies) in Europe to select the various articles most suited to our requirements, and of course of the most modern construction. As stated in the report the Directors are in negotiations with the British Admiralty to construct a dock capable of receiving the largest ships of Her Majesty's navy, and I have no doubt that at our next meeting you will be advised that these negotiations have been brought to a satisfactory conclusion. The new dock is intended to be built on an extension of the company's ground at Kowloon, which has been granted by the Colonial Government on the terms of the original lease. The proposal to appropriate \$150,000 of our reserve fund to writing down the value of Aberdeen Dock, will be an sure meet with your approval, and I think it is gratifying to contemplate that in a comparatively short time we have been able to save that amount for such a desirable purpose. Looking to the future we have every reason to be satisfied with the prospects before us. We continue to have ample work to do, and the improvements which are gradually being introduced are bound to increase the profits. Should any gentleman ask questions I shall be glad to answer.

No questions being put, the accounts were passed and the report adopted on the motion of the Chairman, seconded by Mr. McCulloch.

The Chairman thanked them for their attendance, and intimated that the dividend warrants would be ready to-morrow.

Mr. A. Coxon proposed a vote of thanks to the Chairman and Directors, which was carried by acclamation. This brought the meeting to a close.

## HONGKONG RACES 1883.

I have got a few remarks to add to my article on the above subject which appeared in your issue of the 23rd inst.

The cool weather we have been having of late, has induced me to take one or two walks down to Wong-nui-chong valley to see how the Race-course looked, and I was struck with admiration for the energy which our C. C. is displaying, in not contenting itself with the inactive period of the year, to take into consideration some very much needed improvements to the course. For instance:—It will be remembered that during the last training season, after any down-pour of rain, the part of the inside course at the entrance to the straight, was generally under water; and it was always more or less soggy and slippery, even after the slightest shower. Many training mishaps might be traced to racks and strains sustained by ponies when galloping round this abrupt and miry corner. Now, however, the ground there has all been raised, and not only that, but along the straight for fourteen or fifteen feet outwards from the rails, the Race-course proper has been raised. It is just as well that owners and the racing public generally should be reminded of these things, so that when the time comes "Honour may be given to whom honour is due," viz.: the Honorary C. C. Hitherto there must have been something radically wrong with the Hongkong course.—Take any other race-course, in China, and see whether the number of ponies "bust up" in training shows such a high average as here.

On surveying the racing area in Happy Valley one cannot fail to be struck by the absence of a steeplechase course there. The Tientsin, Chefoo, Shanghai, and Foochow race-courses, all have their regularly arranged water, mud wall, and hurdle jumps, and steepclimbing forms an indispensable part of the meetings at these places. But here we have none of it; more the pity, for the China pony here appears to more advantage than as a steeplechaser. At a Shanghai meeting, there is no one out of the twenty-four events that excites so much interest as the last of the third day. And while writing this, I have in my mind's eye the race for the Grand National of the Shanghai autumn meeting of 1880.—The Champions has just been run, and so the meeting is virtually ended. But see the crowd of people eagerly rushing to the top of the Grand Stand, and notice how much more interest is evinced in this than in any other flat race of the meeting. The bell is rung, the red flag run up, and the first to step out on to the field is Mr. Oyler on *Sir Bevis*. *Sir Bevis* is a beauty, but he has been humped, trained on some circus dodges to jump, and this does not do for steeplechasing. If Mr. Oyler had trained the pony himself he would never have been "stuck up" at the third jump. Next comes Mr. Bill on some orchestral instrument, and then the "two blacks" step forth amidst the cheers of the crowd. Yes, the two best steeplechasers in China are these two blacks, and the two best steeplechase riders in China beside them. See the smile on that brilliant and elegant horseman Ship's face and the way he sits on *Black Cloud*. This is the sport he likes best. Look at Mr. Spy too, he is quite satisfied with *Spyglass* for a mount; leisurely he preceded down to the starting post, as Mr. Pip's name is on the board to ride *Lightfoot*, and he is not out yet. It is a pretty sight, from the top of the stand. The course spreading out beneath like a panorama, little red flags dotted all round to show the limits and jumps and four of the handsomest ponies one would wish to see prancing about in their eagerness to be off. Excitement is at a high pitch, and the sporting owner of *Spyglass* stands with book in hand; at two to one on his pony against the field, he writes down as much as he can get and that is very little. "We can't wait for *Lightfoot* any longer," says Mr. Barnes Dallas. "Get into your place if you please gentlemen!"—a moment later Mr. Pip appears at the gates, mounted, but it is too late, they are shut, and the four ponies are moving up in a line towards the starter: the mouth of the worthy gentleman in the red coat is open, the flag goes down and the four ponies are extended. A shout goes up of "they're off," and everyone watches with breathless interest.

A few strides and the first jump is reached, this the quartette clear, and then make for the hurdles. The two blacks tip their hind legs up in the air and are over without touching, but the other two ponies don't jump quite as clean. So far so good; these last two jumps did not account for *Spyglass*, but now comes the *Loofing* jump. "Sit back, knees in tight!"—No *Sir Bevis* has propped and shunted his rider and the musical instrument has nearly had Mr. Bill over his head. These two are on one side of the jump, unfortunately the wrong side, while the two blacks are streaming away towards the second wall and ditch. Ye gods, how they jump! Twenty feet clear, 12 ponies with about twelve stone up! The "National" is cleared in a style that calls forth applause from everyone, and then the two dusky steeds come to the small jumps again. Hitherto *Black Cloud* has been galloping like a ball, but at the jump in front of the stand, *Spyglass* comes with a rattle, as though it was the finish of a half mile race, and both leap together. Round once more though, and it is a neck and neck race now. Hurdles, *Loofing* jump and second wall and ditch, Messrs Ship and Spy-life their ponies simultaneously to each of these obstacles, and up they come to the "National" gallop. *Spyglass* jumps splendidly, but stumbles on landing, and *Black Cloud* leaves him. *Spyglass* recovers himself quickly, and is after his adversary. But it is too late, the skilful pilot of the "Ewo black" wins by lengths. I trust the stewards will be induced to cut a few jumps and make a course here, for I am certain that contestants would not be wanting for the Hongkong Grand National steeplechase.

It is reassuring to observe that so many griffins have arrived in Shanghai. About one hundred ponies have come down from Tientsin according to reports from Shanghai since writing my last. If this sort of thing is to be kept up, we shall get a pretty good selection of subscription griffins at \$150 a piece. A leading sportsman has advised from the model settlement stating that people who buy griffins are usually so much interested in the griffin actions of a season, there may be some lurking fears about this contagious disease among the natives.

In speaking of the old ponies that are to make up Mr. Paul's team I omitted to mention *Black Satin*. Apparently the old wack is not satisfied with 35 acres, for accounts state that he is looking better than ever. However *Black Satin* does not like accustoming at all; he has had so many trips on the billy that he is quite tired of it, and as every consideration is shown for this veteran racer, Mr. Paul may only require him just to put forth his efforts in a few short distance races at Shanghai. Let the course be dry, and the old black in anything like trim, and we shall yet see the record up to 40.

## Police Intelligence.

(Deport H. E. Wolchouse, Esq.)  
Monday, August 28.

Charles White (22) an unemployed German seaman, was charged with stealing a coat (value \$15), the property of Carl Wittimberg, seaman.

The complainant belongs to the German barge *Tulla*, and yesterday afternoon, while in a slightly intoxicated condition, lay down on a bench outside Peter Smith's boarding house, with his coat, which he had taken off, lying beside him. After he had been asleep a short time, the prisoner was observed by another seaman to put on complainant's coat and walk off. As this seaman thought the prisoner did so as a joke, he did not interfere.

White, admitting that he had taken the coat and sold it, was sentenced to six weeks' imprisonment with hard labour.

## BOYFISH.

Kwok Achei and Wong Achei were each fined \$1 or thirty days' imprisonment for lighting bonfires in Pottinger Street on Saturday evening.

Inspector Rivers stated that while going along Queen's Road he saw a large crowd of people standing round two large fires in Pottinger Street; the flames were at least six feet high. The defendants, who had been sitting on the scene and when the Inspector came on the scene and arrested them.

Mr. Hong Kan Sing, interpreter, explained that this was the season for celebrating the festival of burning paper clothes and money, which, in the process of being burnt, were converted into clothes and money for the use of the spirits, which at this time were believed to be haunting the place.

The burning of the paper clothes and money is considered to be a very commendable act on the part of the performer, and also regarded as a safeguard against unwelcome visitations from the inhabitants of the spirit world.

selection of subscription griffins at \$150 a piece. A leading sportsman has advised from the model settlement stating that people who buy griffins are usually so much interested in the griffin actions of a season, there may be some lurking fears about this contagious disease among the natives.

## Police Intelligence.

(Deport H. E. Wolchouse, Esq.)  
Monday, August 28.

Charles White (22) an unemployed German seaman, was charged with stealing a coat (value \$15), the property of Carl Wittimberg, seaman.

The complainant belongs to the German barge *Tulla*, and yesterday afternoon, while in a slightly intoxicated condition, lay down on a bench outside Peter Smith's boarding house, with his coat, which he had taken off, lying beside him. After he had been asleep a short time, the prisoner was observed by another seaman to put on complainant's coat and walk off. As this seaman thought the prisoner did so as a joke, he did not interfere.

White, admitting that he had taken the coat and sold it, was sentenced to six weeks' imprisonment with hard labour.

## BOYFISH.

Kwok Achei and Wong Achei were each fined \$1 or thirty days' imprisonment for lighting bonfires in Pottinger Street on Saturday evening.

Inspector Rivers stated that while going along Queen's Road he saw a large crowd of people standing round two large fires in Pottinger Street; the flames were at least six feet high. The defendants, who had been sitting on the scene and when the Inspector came on the scene and arrested them.

Mr. Hong Kan Sing, interpreter, explained that this was the season for celebrating the festival of burning paper clothes and money, which, in the process of being burnt, were converted into clothes and money for the use of the spirits, which at this time were believed to be haunting the place.

The burning of the paper clothes and money is considered to be a very commendable act on the part of the performer, and also regarded as a safeguard against unwelcome visitations from the inhabitants of the spirit world.

## AN UNFORTUNATE BREAK.

Young Ahoi and four others had each to pay \$1 for damaging trees at Bowington on Saturday evening. The defendants had been perched on one of the branches of a tree witnessing the performance in Chiarini's Circus when the branch broke, and they were precipitated to the ground. The Sikh Constable who arrested the men stated that the tree was greatly damaged.

## ATTEMPTED HUSBANDRY.

Chau Ayan was sentenced to six months' imprisonment with hard labour for attempting to enter the house of a widow residing in Wellington Street on Saturday night, in trying to force his way into the house, the prisoner awoke the widow who ran to the window and called in the Police.

Leung Atai, an unemployed fireman, was charged with stealing money and clothing (value \$79), the property of Lam Ah, on the 24th inst.

The complainant said he was a retail collector in Shanghai, and had arrived here from that Port, in company with the prisoner, on Friday morning. On the recommendation of the prisoner, he took lodgings in a house in West Street, taking with him the prisoner, who was a fireman in Wellington Street on Saturday night. In trying to force his way into the house, the prisoner awoke the widow who ran to the window and called in the Police.

A relative of the complainant's, after making some enquiries, learned that the prisoner had gone to Shanghai. He proceeded to that place, and discovered the prisoner, who had informed him that the whole of the stolen property was at Yau-ma Ti, but who later took him to a house in Shau-kin Wan, where the large box, a quilt and a blanket were found. The large box had been opened and some of the articles removed. The prisoner was arrested, and a constable found the pillow box in a druggist's shop minus the money, at Yau-ma Ti.

The prisoner admitted that he had taken the property, but avowed that the sum of money contained in the pillow box was not so large as the complainant had stated. He was sentenced to six months' imprisonment with hard labour.

## DRUNK.

Richard Short, seaman on board the American ship *P. J. Carleton*, admitted that he had been drunk and disorderly in Queen's Road Central yesterday afternoon. The Sikh Constable said he had a great deal of trouble in arresting the tipsy sailor. The sum of \$1 imposed was collected on board the ship, to which the defendant was removed.

John Paul, seaman on board the American ship *Invisible*, was fined \$1 or four days' hard labour for being drunk and incapable late yesterday evening.

## China.

16th Aug.

NEWSPAPERS.  
(Morning Correspondent.)  
12th August.  
H.R.M. S. S. *Monica* was here for a few days last week, and I believe is to pass her time for the next month or two in visiting the three Northern ports alternately. Some more Korean vessels passed through a few days ago on their way back to their own country from Peking. The chief of the party was reported to be a Viceroy "all same Li Hung-chang." He improved the occasion of his stay here by having his photograph taken in company with Messrs Lay and Hunt of the Customs service, and will no doubt astonish the natives of his own land thereby when he gets there.

Business is very dull and today's clearance will leave the shipping in port reduced by the German three masted schooner *Amoy*, which vessel has been here since 11th of June, under monthly charter waiting for a cargo.

The weather is delightful, however, and what with lawn tennis, boat sailing, parties, etc., we manage to kill time until work comes. Accounts from the country regarding the new beans continue to be very satisfactory.

The two new iron bar buoys which recently arrived from your port have been placed in position and another is nearly ready to be put in. The position of the buoys, which with the other changes talked of, will make the navigation of this river a very easy matter.

## THAMAO.

July 14.  
Mr. Colquhoun and his companion Mr. Wahab arrived here on the 12th inst. from Canton. The expedition started on the 5th February and proceeded up the Si-chuan to the confluence of Kuang and Yunnan to P'eeh by boat. Leaving the first named place on the 16th March, the first prefectural city in Yunnan was reached on the 26th—Kuang-nan Fu. This city is of no importance and seemed to have very little trade. K'ai-lua Fu was made on the 1st of April and was by far the most important and important city met with in Yunnan on the route followed by the expedition. The houses of K'ai-lua, the dresses of the people and more especially the large quantity of gold and silver ornaments worn by the women, gave unexpected proof of the existence of considerable affluence. Enquiries elicited the fact that the merchants obtain their supplies of foreign goods from Canton. The next town of importance on the route was Meng-tai Hsien, a large and busy place, and the centre of the traffic from the Hung-chiang (Red River) and the capital. Man-lao the terminus of the boat-train from the Tonquin Gulf is within a good long day's march from Meng-tai. The information that Mr. Colquhoun was able to obtain regarding the Song-ko River route and trade generally corroborated the sanguine and enthusiastic opinions of the French writers on this important subject.

The travellers could not spare the time to visit Man-lao, but pushed on to Lan-an Fu, which they reached on 9th April. This city is about the size of K'ai-lua but showed fewer signs of prosperity. Everything went on pleasantly till Messrs. Colquhoun and Wahab arrived at Sze-mao Ping (Lanau) on the 28th of April. All along the route the Chinese mandarins had been very courteous and had shown every attention, but at this last named place a sudden change was unfortunately adopted and they left in stone returned to prevent the two Englishmen from crossing the frontier and proceeding into the Laos country to Zimmi and British Burma as projected. Eventually, after an unequal struggle, the Canton interpreter and fellow travellers refused to advance over the frontier in the direction of Zimmi. Mr. Colquhoun, who can speak Burmese, tried to get hold of some one who knew that language, but failed. The season was already far advanced and the rains would soon be on; there was no time to be lost in fruitless negotiations. The expedition was obliged to abandon the latter part of the programme, and so immediately directed their steps northwards.

One important piece of information was made clear at Sze-mao, that cannot fail to be of interest to you, and that, that (if not all) of the famous P'eeh tea is not grown in the P'eeh district at all, but in districts called I-bang and I-wai in the Laos territory, some seven or eight days' journey S.E. of Sze-mao. On the way to Tai-li the expedition explored and surveyed the Pa-pien River valley—entirely new ground. The two cities of Ching-tung and Meng-tai, which were passed, were the land and appeared very fertile with every where abundant signs of former prosperity, though now sadly desolated through the late rebellion and the constant recurrence of the plague.

The travellers were hospitably entertained at Tai-li by Mr. Shi and Mrs. Chang, of the Ching Hsin Mission. This beautiful city with its magnificent temple was reached on the 22nd of May, and a pleasant part of a week was made to rest and arrange for the journey to Blama. Extraordinary difficulties were encountered from Tai-li to Blama by the heavy downpour of rain and the wretched state of what the people called "roads." Mr. Butler's happy description was "the only road to Blama, but partly faithful." Ten miles per day would seem a small matter to the British tourist, but if he will make the experiment of emptying the contents of his dust-bin down his back, turning on all the water-cock, and sprinkling a cart-load of bricks over the whole, he may, by marching up and down until he has completed ten miles, arrive at an approximate conception of a day's journey in western Yunnan.

Add to this description a heavy down-pour of rain and thick mist, and you have a picture of some of the difficulties of travelling in that region.

At Yang-chang Fu new obstacles were met with, in the interpretation and the refusal to go further. In the dilemma fortunately a young French priest (M. Vial) who had intended visiting Blama further on in the year—kindly offered to escort the two English travellers to Blama. Mr. Colquhoun was much surprised to find such a large amount of traffic on the road coming from Blama, and notwithstanding the lateness of the season, large caravans were daily met conveying cotton and other goods coming from Blama. An *Man-yun* (Man-yun) the travellers were visited by the notorious Li Chen-kuo, otherwise known in these parts as Li-si-lai. This gentleman gave some advice regarding the safest route to take for Blama, but Mr. Colquhoun was careful to take quite a different one, for what appeared obvious reasons. Li had just a few days before ordered and sanctioned the assassination of three Ka-hyuns. He invited the chiefs of Tiao-tong and Hsin-chai and a Ka-kyen village headman to a friendly conference and promised to give each man \$100, and wished to make certain arrangements regarding the traffic across the hills. The treasury and murder of these three men had created a bad feeling and so the travellers wisely crossed to the Latha and Lung Ch'uan valleys, and from the latter Shan State struck across the mountains for Blama—which was reached in perfect safety.

The expedition has failed to carry out the latter part of its original programme, still a great work has been accomplished.

A careful and painstaking survey has been made of the entire route from Canton to Tai-li Fu via Sze-mao—a distance of about 1,800 miles—all of which except 200 or 300 miles is surveyed for the first time. A vast amount of most interesting information regarding the many aboriginal tribes in Western China has been collected. A large number of photographs and sketches were taken, and, of course, a minute journal kept of the whole undertaking. Mr. Colquhoun has shown splendid British pluck in this journey, and he hopes at no distant day yet to explore the route he is specially bent upon surveying, viz.—the route from Sze-mao via Zimmi to British Burma.—N. C. D. Ngai.

A careful and painstaking survey has been made of the entire route from Canton to Tai-li Fu via Sze-mao—a distance of about 1,800 miles—all of which except 200 or 300 miles is surveyed for the first time. A vast amount of most interesting information regarding the many aboriginal tribes in Western China has been collected. A large number of photographs and sketches were taken, and, of course, a minute journal kept of the whole undertaking. Mr. Colquhoun has shown splendid British pluck in this journey, and he hopes at no distant day yet to explore the route he is specially bent upon surveying, viz.—the route from Sze-mao via Zimmi to British Burma.—N. C. D. Ngai.

THAMAO-STREET INDUSTRIES, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 5d. may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSWELL & Co., London.—[Adv't.]

## Quotations.

Hongkong, August 28.  
OPTIMUM—New Patna, cash, \$580/35  
" Old " cash, \$585/87  
" New Bonares " cash, \$585/37  
" Old " cash, \$585/37  
" New Malva, credit, \$620  
" Alwarnee, Taol, \$48  
" Alwarnee, credit, \$580  
" Alwarnee, Taol, \$32

## Exchange.

Bank, \$100 = 3/0  
" 100 = 3/0  
" 100 = 3/0  
" 100 = 3/0  
" 10



## Insurances.

## NOTICE.

**QUEEN FIRE INSURANCE COMPANY.**  
The Undersigned are prepared to accept Risks on First Class Goods at a per cent. net premium per annum.  
**NORTON & Co., Agents.**  
Hongkong, May 10, 1881.

## YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
RESERVE FUND.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 230,553.50

TOTAL CAPITAL AND RESERVE FUND.....Tls. 880,553.50  
April, 1882.....

**Directors.**  
J. H. O. FORBES, Esq., Chairman.  
J. H. FROST, Esq., Wm. MAYERS, Esq.,  
A. J. M. INVERAR, Esq., G. H. WICKER, Esq.,  
J. H. O. FORBES, Esq., Chairman.

**HEAD OFFICE—SHANGHAI.**  
Messrs RUSSELL & Co., Solicitors.

**LONDON BRANCH.**  
Messrs BARNES BROTHERS & Co.,  
Bankers.

**AGENTS.**  
RICHARD BLACKWELL, Esq.,  
88 and 89, Cornhill.

Policyholders on Marine Risks to all parts of the world.

Shareholders are entitled to all the Profits of the Association, which are annually distributed among all Shareholders in proportion to the amount paid by them.

**RUSSELL & Co., Agents.**  
Hongkong, July 8, 1882.

## SHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

The Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, at a rate of premium to be agreed upon.

Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted at first class rates up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNHOLD, KARBURG & Co., Agents, Hongkong and Canton.**

Hongkong, January 4, 1887.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

The Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

**Marine Department.**  
Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at current rates.

**Life Department.**  
Policies issued for sums not exceeding £5,000 at reduced rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

## THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).  
Unlimited Liability of Shareholders.

The Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

**GEO. R. STEVENS & Co.**  
Hongkong, July 1, 1881.

## Intimations.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 52 cents). \$12 per annum (postage paid \$12.50).

Orders should be sent to GEO. MORRIS BAIN, Office Manager, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

Terms of Advertising, same as in Daily China Mail.

## FOR SALE.

ABOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 19, (somewhat worn but in fairly good condition).  
Apply to  
**OFFICE OF THIS PAPER.**

## SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

## Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL and BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

## List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitane Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co. Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

## Stores, Books, &amp;c.

American and English Stores, Books, and specially selected Cigars.—MACKENZIE, FRICKEL & Co.

## Chair and Boat Hire.

LEGALISED TARIFF OF RATES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE VICINITY OF HONGKONG.

**Chairs and Ordinary Pathway Boats.**  
Half hour, 10 cts. Hour, 20 cts.  
Three hours, 50 cts. Six hours, 70 cts.  
Day (from 6 to 6), One Dollar.

**TO VICTORIA PEAK.**  
Single Trip.  
Four Coolies, \$1.00  
Three Coolies, 0.85  
Two Coolies, 0.70

**Return (direct or by Pok-foo-lum).**  
Four Coolies, \$1.50  
Three Coolies, 1.20  
Two Coolies, 1.00

**TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).**  
Single Trip.  
Four Coolies, \$0.60  
Three Coolies, 0.50  
Two Coolies, 0.40

**Return (direct or by Pok-foo-lum).**  
Four Coolies, \$1.00  
Three Coolies, 0.85  
Two Coolies, 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip 1 Peak, \$0.75 each Coolie (12 hours) 1 Gap, \$0.60 each Coolie.

**Licensed Bearers (each).**  
Hour, 10 cents.  
Half day, 35 cents.  
Day, 50 cents.

**BOAT AND COOLIE HIRE.**  
BOATS.  
1st Class Cargo Boat of 8 or 900 piculs, per Day, \$3.00  
1st Class Cargo Boat of 8 or 900 piculs, per Load, 2.00  
2nd Class Cargo Boat of 600 piculs, per Day, 2.50  
2nd Class Cargo Boat of 600 piculs, per Load, 1.75  
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Day, 1.50  
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Load, 1.00  
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, Half Day, 50

**STEWARDS.**  
or Pullaway Boats, per Day, \$1.00  
One Hour, 20  
Half-an-Hour, 10

After 6 P.M. 10 cents extra.

Nothing in this Scale prevents private agreements.

**STREET COOLIES.**  
Scale of Hire for Street Coolies.  
One Day, 33 cents.  
Half Day, 20  
Three Hours, 12  
One Hour, 5  
Half Hour, 3

Nothing in the above Scale to affect private agreements.

**WASHING BOOKS.**  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and gentlemen, can now be had at this Office.—Price, \$1 each.  
CHINA MAIL OFFICE.

## SHARE LIST.—QUOTATIONS.

Aug. 28, 1882.

Stocks.	No. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.	Closing Quotations.
BANKS.							
H.K. and S'hai Bank	40,000	\$125	\$125	\$2,350,000	\$1,800.03	30/	129 1/2 = \$288 1/2 [p. sh.]
INSURANCES.							
Nth. China Ins.	1,000 Tl.	2,000 Tl.	800 Tl.	252,000 Tl.	683,796.00 Tl.	75	Tl. 1225
Yangtze Ins.	1,200 Tl.	350 Tl.	300 Tl.	500,488 Tl.	18,447.56	18 1/2	Tl. 850
Union Ins. Soc.	500\$	2,500\$	800\$	384,697\$	437,688.08	\$162.00	\$1000
China Traders Insurance	600\$	1,666.66\$	600\$	500,000\$	100,352.00	22 1/2	\$1565
China Ins. Office	10,000\$	250\$	50				\$80
Chinese Ins. Co.	1,500\$	1,000\$	300\$	100,378\$	677.42	3 1/2	\$250
H.K. Fire Ins.	2,000\$	1,000\$	200\$	823,842\$	253,403.72	\$75	\$1025
China Fire Ins.	4,000\$	500\$	100\$	493,632\$	145,555.01	18 1/2	\$322 1/2
STEAM CHARTERS.							
H.K. C. and M. Steamboat	8,000\$	100\$	75\$	135,000\$	18,908.05	5 1/2	\$104
MISCELLANEOUS.							
H.K. & W'poo Dock	10,000\$	125\$	125\$	\$147,563 1/2	\$1,180.53	4 1/2	\$1184 1/2 p. sh.
Gas Co.	5,000\$	10\$	10\$	7,480			\$106
H'kong Hotel	2,000\$	100\$	100		\$324.71	\$10	\$187
China Sugar Co.	6,000\$	100\$	100		6,250\$	\$10	\$145
H'kong Ice Co.	1,500\$	100\$	100		1,850.51	\$5	\$60
H'kong Bakery	600\$	50\$	50		159.31	\$5	\$120
Luzon Sugar Co.	7,000\$	100\$	100				
LOANS.							
Chi. Imp.	6,276\$	100\$	all	8 1/2	June 30 Dec 31		
	1877	10,040\$	100\$	all	8 1/2	Feb. 28 Aug. 31	
	1878	3,809\$	100\$	all	8 1/2	April & Oct.	
	1881	3,565\$	500\$	all	8 1/2	June & Dec. 10	2 1/2 % prom.
Sugar Debitures, 1880	600\$	500\$	all	8 1/2	June & Dec.		3 %

\* For half-year ended 31st Dec. 1881.—† Report issued in October, above 1st interim Bonus and Dividend for 1881.—‡ To 30th April, 1882.—§ For year 1881.—|| For year 1880.—¶ For half-year ended 30th June, 1882.

EDWARD GEORGE, Share Broker.

## Hongkong Rates of Postage.

(Revised January 1st, 1882.)  
In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bank bills. Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 6 ounces, and must not exceed these dimensions—8 inches by 4 inches by 2 inches.

**Countries of the Postal Union.**  
The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritania, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

**Countries not in the Union.**—The chief countries not in the Union are the Australasian Group, and S. Africa.

**Postage to Union Countries.**  
General Rates, by any route:—  
Letters, 10 cents per 1/2 oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

**Postage to Non-Union Countries.**  
Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Costa Rica, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

**LOCAL POSTAGE.**  
General Local Rates for Hongkong, Macao, Canton, Japan, Siam, India, and the Malay Peninsula, per 1/2 oz. of Letters, Post Cards, and Patterns, per 2 oz. of Books, Patterns and Comm. Papers, per 2 oz. of Newspapers, per 2 oz. of Comm. Papers, per 2 oz. of Comm. Papers, per 2 oz. of Comm. Papers.

**Local Delivery.**  
1. All correspondence posted before 5 P.M. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unattended, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be not exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in each Pattern Packet.

**PARCELS.**—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

**Local and Indian Parcel Post.**  
1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Peking, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 11 lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed, if they bear this special endorsement, PARCELS, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (for handboxes, &c.); Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—  
Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.  
Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

**Indemnity for the Loss of a Registered Article.**  
The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of a person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portrait, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

## NOW READY.

PRICE, \$1.00.

## COMPARATIVE CHINESE-FAMILY LAW.

By E. H. PARKER.

Can be obtained from KELLY & WAUGH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the CHINA MAIL OFFICE.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. & O. Co.'s Office.  
5. From P. & O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

4. From Harbour Master's to the P. and O. Co.'s Office.					5. From Pier to East Point.			
Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Activ	4 h	Refoeck	Dan.	str.	238	Aug. 20	C. M. S. N. Co.	Hulhow, &c.
Amoy	3 h	Hermann	Brit.	str.	814	Aug. 20	Siemens & Co.	Shanghai
Asia	3 h	Djorup	Dan.	str.	880	Aug. 16	Jardine, Matheson & Co.	Hongkong
Alabama	4 h	Pfaff	Ger.	str.	787	Aug. 26	Siemens & Co.	Saigon
Bolgie	5 h	Davidson	Brit.	str.	1710	Aug. 21	O. S. S. Co.	Yunnan & Sui Fung
Bairnsmeur	5 h	Castle	Brit.	str.	1123	Aug. 27	Chinese	
Canopus	8 h	Joy	Brit.	str.	1818	Aug. 26	Russell & Co.	
Cheong Hock Kian	2 h	Webb	Brit.	str.	966	Aug. 27	Bun Hin Chan	Singapore & Penang
Ching King	5 h	Valler	Brit.	str.	793	Aug. 23	Butterfield & Swire	Singapore & Shanghai
Clifton	2 h	Holt	Brit.	str.	1717	June 29	Adamson, Ball & Co.	Honolulu, &c.
Clouston	5 h	Webster	Brit.	str.	1359	Aug. 23	Siemens, Matheson & Co.	Singapore & Bangkok
Dale	5 h	Allison	Brit.	str.	944	Aug. 26	Jardine, Matheson & Co.	Bangkok
Dentons	3 h	Scottyona	Ger.	str.	1179	Aug. 25	Edwards Schellhaus & Co.	
Diamante	1 k	Gullen	Brit.	str.	514	Aug. 26	Russell & Co.	Manila
Douglas	5 h	S. Ashton	Brit.	str.	982	Aug. 21	Jonglas Lapraik & Co.	Coast Ports
Famo	3 h	Stopani	Brit.	str.	117	Aug. 27	H. K. & W. Posa Dock Co.	
Fuyue	4 h	Harfoot	Chi.	str.	129	Aug. 27	C. M. S. N. Co.	Shanghai
Gedong	5 h	Webster	Brit.	str.	1359	Aug. 23	H. K. & W. Posa Dock Co.	Singapore & Yunnan
Glenelg	3 h	Nicholson	Brit.	str.	894	Aug. 6	Pung Koo	Singapore & Penang
Glenfruin	5 h	Hogg	Brit.	str.	1396	Aug. 27	Jardine, Matheson & Co.	Shanghai
Hainan	1 k	Mooney	Brit.	str.	284	Aug. 27	Along & Co.	Hulhow, &c.
Hongkong	3 k		Brit.	str.	67	April 14	Kwok Achong & Sons	
Joloano	2 h	Marquez	Span.	str.	694	Dec. 19	L. Mourente	Manila
Lido	2 h	Lewis	Brit.	str.	640	Aug. 10	Yuen Fat Hong	Bangkok
London	5 h	Angus	Brit.	str.	1093	Aug. 28	Remedios & Co.	Manila
Long	1 k	Bradley	Brit.	str.	1068	Aug. 28	Arnhold, Karberg & Co.	
Nam-vian	1 k	Garcrau	Feh.	str.	453	Aug. 24	Sing Loong	Hulhow, &c.
Paig	5 h	Urrilo	Span.	str.	284	July 10	Remedios & Co.	Manila
Penedo	2 h	Kenderdine	Brit.	str.	652	Aug. 15	Melchers & Co.	Saigon
Ping-on	5 h	McCashin	Brit.	str.	675	Aug. 27	Russell & Co.	Hulhow, &c.
Sea Gull	3 h	Haydon	Amer.	str.	48	Nov. 24	China Traders' Insurance Co.	
Sandila, Manu	2 h	Passer	Brit.	str.	1359	Aug. 27	M. C. S. Co.	
Tanandice	4 h	Hubert	Jacen.	str.	820	Aug. 27	M. C. S. Co.	Kobe and Yokohama
Tuanandice	5 h	Green	Brit.	str.	2183	Aug. 24	Gibb, Livingston & Co.	Sydney, &c.
Vorwarts	1 k	Boysen	Ger.	str.	611	Aug. 20	Wahl & Co.	Hulhow, &c.
Vorwarts	4 h	Egger	Aust.	str.	1610	Aug. 27	Melchers & Co.	Trieste, &c.
Yotung	2 h	Kennett	Brit.	str.	286	June 23	Kwok Achong & Sons	4th prox.
<b>Sailing Vessels</b>								
Alva	4 h	Souza	Portu.	bge.	632	May 20	Brandao & Co.	
Andreas	3 k	Hoyer	Ger.	bge.	424	Aug. 12	Siemens & Co.	Chefoo
Anna	3 k	Jensen	Ger.	bge.	447	Aug. 10	Wielor & Co.	
Beatrice	3 k	Williams	Brit.	sch.	66	July 31	Captain	
Bua Caso	2 k	Lange	Siam.	bge.	338	Aug. 13	Yuen Fat Hong	Bangkok
Carl Gerhard	4 k	Sulir	Ger.	bge.	331	Aug. 17	Edward Schellhaus & Co.	Minado, Cebelos
Catherine Marden.	6 k	Marden	Brit. 3m. sc.	467	July 13	Wielor & Co.		
E. L. Thayer	4 h	Thayer	Ger.	bge.	1629	Aug. 2	Russell & Co.	Victoria (B. O.)
Emblem	4 h	Roberts	Brit.	sch.	1152	June 23	Gibb, Livingston & Co.	San Francisco
Erin's Isle	7 h	Flaming	Brit.	sch.	1800	Aug. 20	Russell & Co.	
Erl König	5 h	Nausch	Ger.	bge.	456	Aug. 13	Siemens & Co.	Chefoo
Esperance	3 k	Normant	Feh.	bge.	222	Aug. 18	Carlowitz & Co.	Bangkok
Frances & Annanda	3 k	Borgward	Ger.	bge.	367	Aug. 12	Wielor & Co.	
Hansa	4 k	Denecken	Ger.	bge.	439	July 11	Arnhold, Karberg & Co.	London
H. Printzenberg	3 k	Sienemann	Ger.	bge.	589	Aug. 25	Melchers & Co.	
Indra	3 k	Bogner	Ger.	bge.	938	Aug. 28	Melchers & Co.	Philippines
Invisible	7 h	Strickland	Amer.	sch.	1460	July 7	Order	
Livingstone	4 k	Steffens	Ger.	bge.	537	Aug. 10	Arnhold, Karberg & Co.	Honolulu
Mabel	8 h	Snow	Amer.	bge.	783	July 26	Russell & Co.	New York
Magenta	8 h	Coalfleet	Brit.	bgline.	327	July 29	Jardine, Matheson & Co.	
Marie	4 k	Thomaschewski	Ger.	bge.	430	Aug. 10	Melchers & Co.	Bangkok
Melbree	7 h	Lightbody	Brit.	bge.	197	July 28	Russell & Co.	
Nedden	5 k	Finlayson	Amer.	sch.	1287	Aug. 15	Captain	
Nupareil	3 k	Finlayson	Brit.	bge.	390	Aug. 28	Siemens & Co.	
P. J. Carleton	8 h	Amshury	Amer.	bge.	966	Aug. 17	Russell & Co.	San Francisco
Paul	3 k	Kliefoth	Ger.	bge.	744	Aug. 25	Carlowitz & Co.	Hamburg
Paul Jones	4 h	Gerrish	Amer.	sch.	1258	Aug. 25	Russell & Co.	New York
Prima Donna	1 h	Hatch	Amer.	sch.	1490	Aug. 9	Captain	
Prosperity	2 h	Michelsen	Siam.	bge.	476	Aug. 21	Chinese	
Ruthin	7 h	Monizana	Brit.	sch.	1127	Aug. 25	Order	
S. R. Beard	2 h	Barnard	Amer.	bge.	607	July 15	Edward Schellhaus & Co.	Callao
San Francisco	3 k	Ottmannus	Ger.	sch.	251	Aug. 11	Siemens & Co.	Tientsin
Sea Witch	4 h	Drew	Amer.	sch.	1268	Aug. 10	Russell & Co.	New York
Surprise	8 h	Averill	Amer.	bge.	439	Aug. 3	Arnhold, Karberg & Co.	New York
Telegraph	2 h	Campes	Siam.	bge.	329	Aug. 20	Chinese	Bangkok
<b>WHAMPOA</b>								
Dahme		Dahme	Ger.	bg.	319	Aug. 13	Melchers & Co.	Tientsin
St. Jude		Darand	Feh.	bge.	388	Aug. 23	Carlowitz & Co.	Bangkok
<b>CANTON</b>								
Fook-sing		Davies	Brit.	str.	990	Aug. 26	Jardine, Matheson & Co.	Shanghai